

## PROMOTION WORK DONE BY PATROL

The following letter telling of the work done by the Arab Patrol from the standpoint of the Promotion Committee was received by the China from the Promotion Committee's agent at Los Angeles:

Los Angeles, May 16, 1907.

My Dear Mr. Wood: I have had an extremely busy time since the Aloha Temple arrived and I take this first opportunity to write.

The last of the Temple left on the Owl for San Francisco last night, and will sail on the China, leaving on the 17th. While here, the boys made the greatest hit of any visiting shrine and during the drill at Ascot Park, they received the ovation of the day. Their spear drill was a unique feature and the only thing of its kind given. The boys lost their flags immediately after the drill. Souvenirs are now decorating the homes of some of our prominent people. The yellow lei was the most sought after souvenir of the convention and during the reception given by Aloha Temple in the Lankershim Hotel, I had to help the ladies out with the lei from the exhibit. It was a great advertisement, however, and everywhere in the street and hotels, the lei was in evidence. From an advertising standpoint the visit of the boys was the best thing that ever happened and I am delighted with and proud of the whole lot of them. Their drilling was perfect and they had the city with them from the start. Col. Johnson is a splendid drill master and knows his business perfectly. The king pin, however, of Aloha Temple was Jim McCandless. He certainly is the greatest ever and every time he meets a man or woman, he makes a friend. I would give a great deal to have his disposition and manner. It would be worth a fortune to one engaged in Promotion work.

I'm for Jim McCandless. I have sent you papers from time to time giving an account of doings here. I suppose that you have most of them by this time. A few more are on the way. In regard to the proposed excursion on the Sierra, I will write as fully as the time will permit.

I went to San Francisco some time ago, and met Mr. Scott to talk over business and to find out what might be done in the way of an excursion in the near future. We spent a very profitable day along the waterfront and I left with the understanding that Mr. Scott would let me know, as soon as possible, what could be done in the way of getting a boat.

I had a letter a few days ago, in fact May 6, saying that the Sierra could be had for July 20, a three-week trip including Hilo, for \$25,000. The idea was to load some passengers in San Francisco and the most of them in San Pedro.

I am confident that I can get the full number here without any trouble and it would be a fine thing for the islands as they, the passengers, would spend \$3000 or more in Hilo and probably fifteen to twenty thousand in Honolulu. An excursion out of San Pedro would be a great thing at this time even if it did nothing more than to keep alive the project of a direct line. The problem is, of course, how to handle this excursion.

If I can turn myself loose on this business, I am confident of success. The Chamber of Commerce will back it up and help in every way.

This excursion would be different from that taken on the Ohio inasmuch as it is given by one of the regular steamship companies operating to the islands instead of an outside boat. It seems to me that this is in direct line with Promotion work and while I realize that we can not favor one line above another, in this case we could help out with all propriety, just as we did with the Chamber of Commerce excursion.

I have no doubt but what someone here would give the guarantee of \$5000. The rate could be made to include the side trips under the rate charged the Los Angeles Chamber people for the entire trip, say \$150, including everything. I have a letter from Mr. Wiggins and he is very much in favor of it. He says that if he were home he would take hold at once. He says push it by all means.

I think myself that it would have direct bearing on a San Pedro line. May be the matter could be successfully handled through the Oceanic people here and I, too, help on the proposition.

Will write again by next steamer giving you more information as it comes to hand.

Very truly yours,

LOYD CHILDS.

### GOOD PROMOTION WORK.

(Mail Special to the Advertiser.)

LOS ANGELES, May 18.—It would be difficult indeed to estimate the great promotion work done by the Aloha Shriners for Honolulu and Hawaii. At no other time could so large a number of representative men from all

parts of the United States have had their attention called to Hawaii as during the Shriners' convalescence held in this city during the past week. The long journey of Aloha Temple would have been well worth while just to secure the good will of Los Angeles business people, but much more than this was accomplished, for it is no exaggeration to say that in every State of the Union enthusiastic shriners will for a long time to come remember Honolulu's Shriners and talk about the wonderful Aloha Patrol, the most popular attraction of the Los Angeles festa.

Of all the beautifully-costumed Patrols (and there were some of exquisite taste and attractiveness), Aloha caught the public fancy and the vast throngs of people gave them ovations whenever they made their appearance.

This is a sample paragraph taken from the Los Angeles Herald, other papers voicing the same sentiments:

#### ALOHA THE FAVORITES.

"The crowd, anticipating their advent with pleasure, had a long wait before they caught a glimpse of their favorites, the Aloha Patrol from Honolulu. Anyone who thinks that these haole from Kanaka land are not right in it with the Los Angeles public should have been on hand to harken to the reception accorded the visitors from the mid-Pacific and they would speedily have changed their minds."

At the beautiful Hotel Lankershim, the Hawaiian contingent made many friends. It was very fortunate, indeed, that this hotel could be secured, for it was there possible to "mix" with the most prominent Shriners from all over the United States. The change of hotels was made the day after Aloha's arrival, and thereafter the Lankershim gaiety increased very noticeably.

One of the events of the week which also brought Hawaii well to the front is referred to in the Times as follows:

#### ALOHA RECEIVES.

"Like a bit of Hawaii transplanted appeared the parlor of Hotel Lankershim last night. The Nobles of Aloha Temple and their ladies entertained the members of other temples with a reception and the function was one of the pleasantest that has been held at any time during the week.

To afford entertainment for their guests the hosts secured the services of the Hawaiian native band and throughout the evening the dusky musicians rendered instrumental and vocal selections from the folk songs of their native isles. The weird strains of the music seemed strangely fitting to carnival-tide and many of the guests of the hotel lingered near the doors of the parlor and drank in the music.

The Nobles and ladies of Aloha had provided a supply of yellow leis which they gave their guests as souvenirs. As each visiting Noble received his lei he placed it about his neck, while the ladies twined theirs into their hair or draped them over the front of their dresses. A number of festal leis of red carnations were provided for the ladies who received and the picture presented by the garlands of bright colored flowers was a striking one.

The parlors of the hotel had been decorated in honor of the occasion, yellow leis being everywhere in evidence. Potted ferns bound with yellow ribbon were placed about the room, while the gorgeous banner of the temple, in red and gold, occupied a conspicuous position.

The receiving line was made up of the following ladies: Mrs. George H. Angus, Miss Angus, Mrs. Samuel Johnson, Mrs. J. J. Belser and Mrs. Thomas E. Wall."

Wherever Aloha went good promotion work was accomplished, and as a result of meeting the Hawaiian Shriners other Shriners and friends have since then been going to the Chamber of Commerce building to see the stereoscopic views of Hawaii, wanting to know more about the land from which these Nobles came. That much good will result is certain.

The newspaper correspondents are sending home to their respective papers many good accounts of the Shriners' convalescence, in which Hawaiian Nobles receive worthy notice. The San Francisco Chronicle man, who wrote up the great Shriners drill tournament, had this to say:

"Least on the list was Aloha (Honolulu), a patrol of spearmen, with the Hawaiian colors flying from their spearheads, and commanded by Colonel Samuel Johnson. The Boston and Montana band carried them on to the field with a Hawaiian war piece. The music, their spears and colors at once caught the crowd, which proceeded to unburden itself. Aloha Patrol put up a unique, bewildering and startling spear drill, the more thrilling because it was a silent performance. Loud and long were the cries of 'Mela Kei Hail!' when, at the close, in patrol front they sang their Hawaiian anthem. The audience went wild, and they could not retire until they had rendered other native melodies. Isian, and Muslim patrols were perfect, but Aloha was the most popular."

Much more could be written about the successes of the Hawaiian contingent. In a body or as individuals they made a good impression. Along the streets, when Aloha Patrol came into sight, the people would exclaim "Oh! there comes Honolulu!" and make a rush to get closer. This enthusiasm was general, even though some people could not understand why Aloha carried the British colors! A number of amusing discussions on this point were overheard, but in each instance there was someone in the crowd who knew the Hawaiian colors and upheld Aloha's standing as American citizens. No pillkias.

## CLAUDINE RUNS ASHORE, BUT IS QUICKLY FLOATED

(From Saturday's Advertiser.)

The Inter-Island steamer Claudine, bound for Maui and Hawaii ports, ran aground at the harbor entrance last night as she was going out. Shortly afterwards she got off with her own power and proceeded on her way to Kahului, undamaged. The only persons to go on board the Claudine while she was on the reef were Capt. Clarke, the port captain of the Inter-Island Co., and an Advertiser reporter. They went out shortly after the Claudine ran aground and remained till she was floated.

There was no panic or even excitement among the passengers when the Claudine grounded and no danger at any time. The officers, from Capt. Parker down, kept their heads and as soon as the vessel went on commenced on the work of getting her afloat and not a moment's time was lost. In order to be on the safe side Capt. Parker sent a boat in charge of his second mate into town to notify Capt. Haglund, the company's superintendent, but this turned out to have been useless, as the news of the Claudine's disaster was known long before the boat reached the landing.

Capt. Clarke and the Advertiser reporter met on the way down to Young Bros. boathouse and a launch was waiting which took them to the grounded vessel in short order. A rope ladder was dropped over the side and Capt. Clarke immediately went forward to the bridge, stopping only to have a moment's conversation with the chief engineer and finding out that the ship was not making water and that the engines were all right.

On reaching the bridge a short conversation was held between Capt. Clarke and Capt. Parker, and the latter ordered a hawser taken by the launch and attached to the spar buoy, which lay on the Claudine's starboard bow about 700 feet away. This was done instantly and the end of the cable placed on the Claudine's forward windlass. Then the pull commenced. Before the rope was pulled tight the Claudine was pounding hard and would not have been able to stand the strain for any great length of time, but with the steady strain to steady her she began to rest more easily.

For about half an hour the strain on the line was continued and the vessel responded, moving inch by inch from her resting place. The tide was rising at the time and helping her more and more every minute. Then the slack began to come in fast but it was not the Claudine which was moving this time, but the buoy which had broken adrift from its anchorage and was coming toward the ship. When within a couple of hundred feet of the vessel the cable parted and the Claudine was still aground.

Capt. Clarke and Capt. Parker considered the situation for a moment and then gave their opinion that the vessel would come off of her own power and without a need of any further purchase. The engines were kept on at full speed and for nearly fifteen minutes there was no appreciable gain. Then, just as another line was to be run out, the Claudine started ahead, at first slowly but then gathering headway and steamed off as easily as one could imagine.

Even when the vessel went off there was no excitement among the passengers. They seemed to take such things as merely incidents and to be enjoyed quietly rather than otherwise. Capt. Clarke then made a trip to the engine room where, with the chief engineer, he made a short inspection and decided that there was no reason why the vessel should not go ahead on her run. He then came on deck and, as he had decided to go on to Kahului with the Claudine, to come back in the morning on the Kinan, advised the reporter to get on his launch in a hurry unless he was anxious to make the trip too.

He sent word ashore to Capt. Haglund that everything on board was O. K. and that there was no need of putting back. He found that the vessel was not making any water and that she was in good condition.

Capt. Parker gave the following explanation of how the accident occurred: "We were going out as usual and just before we came to the spar buoy a Japanese sampan was lying near it. It was pointing towards me and as it lay in the water looked like the long spar buoy and I mistook it for the last buoy on the port side just before the turn to Diamond Head. In a moment I saw my mistake and put the wheel to starboard to avoid running the sampan down and so ran in too far and was aground in a moment."

The Claudine was ashore in almost the same place that the Chiua Maru was aground about six months ago. She lay a little Ewa of the Chiua's berth but on the same reef. The ground swell at this point is heavy and there was no time to lose after the vessel was once aground. She lay on a ridge of coral inside the spar buoy and not more than 50 feet from where many of the Inter-Island steamers pass daily. But for the unlucky sampan which got in the way, she would have been perfectly safe in her position going out.

While these events were going on board the Claudine there was far more excitement on shore. Capt. Haglund had seen the Claudine come to a sudden stop from where he sat on his lanai on Punchbowl and immediately notified Capt. Clarke and then proceeded to get ready vessels to go to the Claudine's assistance. The Mauna Loa and Helene were the only two Inter-Island vessels in the harbor and their crews were on shore, spending the few hours of liberty which they have with their families. Telephones were started working and hacks were called into play and the crews of the two boats hurriedly summoned. Capt. Simerson and Nelson were quickly on hand and their boats were just ready to start for the Claudine when some one said, "Where is she?" Looking up, Capt. Haglund just saw her stern as she was moving out towards Diamond Head.

Before this a nine-inch hawser had been sent out in the Claudine's boat which had come ashore and two more cables of the same size had been taken on board the Helene and the Mauna Loa. Everything was ready for work and little delay had been made. Then it was a question of wait.

The Claudine was only on the reef for an hour and three-quarters all told. She first struck at 7:40 and her keel was in deep water at 9:25. Twenty minutes later she was out of sight around Diamond Head.

The passengers on the Claudine were E. A. Peck, T. H. Donahue, Jack Guard, Raymond Lucas, J. B. Blair and wife, N. B. Young, C. Schwartz, F. T. P. Waterhouse, Oscar Vojnich, C. K. Farden, E. Waihalo, F. Bertelmann and wife, Mrs. G. Owens, Miss E. Murray, Mrs. N. Watkins, Master Ah Hoo, C. Ah Hoo, Mrs. P. F. Frear, Frank Correa, B. F. Decker, H. L. Kerr, W. Stone, Kwong Yau, Mrs. C. P. Rose and child, Miss H. Pickard and Dr. Raymond.

gent. In a body or as individuals they made a good impression. Along the streets, when Aloha Patrol came into sight, the people would exclaim "Oh! there comes Honolulu!" and make a rush to get closer. This enthusiasm was general, even though some people could not understand why Aloha carried the British colors! A number of amusing discussions on this point were overheard, but in each instance there was someone in the crowd who knew the Hawaiian colors and upheld Aloha's standing as American citizens. No pillkias.

The deplorable accident to Noble Lishman cast a gloom over the Aloha visitors until they received assurances that he was resting easily and would recover. This prevented a number of entertainments being given en route, but in every other way the Hawaiian Nobles speak of their trip, and sojourn here, as being the most delightful experience within their memory.

And their good work here will be a credit to them and of lasting benefit to Hawaii.

HOWARD C. MOHR.

## WOULD FORTIFY ISLAND PORTS

HILO, May 22.—General Warren Keifer, Representative for Ohio with the Congressional visitors, said in an interview here:

"The matter of the fortification of Hawaii is one with which I have principally concerned myself. This is my first trip to the islands, indeed it is the first I have been on the Pacific ocean, but the importance of the security of Hawaii to the United States has been present in my mind ever since I took the matter under consideration at all. I go a good deal farther than the majority of the members of my committee, for I have placed myself on record as being in favor of immediate and efficient fortifications being established here in Hawaii, if we are going to do anything at all. I believed this before I ever set foot in Hawaii. I have believed it more and more every day since I have been here. The difficulty with our committee, as I have repeatedly urged, is that we have had no comprehensive plan. We might spend a hundred thousand or so here, there, or some other place, but the War Department has always been left in a maze as to what was to be done next and as to whether any money would be forthcoming to do it. The old saying that 'anything worth doing is worth doing well' never applied with greater force than it does to this matter of the defence of Hawaii."

"By the way when I say Hawaii, I do not mean Honolulu solely. Like others of our party I have got rid of that idea. Of course, the immediate propinquity of Pearl Harbor, as well as the importance of the city itself, demands the complete protection of Honolulu primarily, but this port of Hilo must be looked after, as must those of the island of Maui. The cost? Well, that will be no small matter, it is true, but it will be infinitely better for Uncle Sam to be sure than sorry."

#### ITEMS.

The funeral of the late Hon. John M. Horner took place at Kakaia on Wednesday of last week. Rev. C. Linsley officiated. There were services at the house, at the Pauilo church and at the grave. The attendance was very large. The pallbearers were J. Gibb, D. Forbes, A. Lidgate, W. G. Walker, C. McLennan and E. W. Barnard. Many beautiful floral offerings were placed on the grave.

A most enjoyable social was given by the ladies of the First Foreign church last Friday evening in the church parlors. Considerably over a hundred were present and the excellent program rendered was much enjoyed. Those contributing to the enjoyment of the evening included Miss Potter, Mrs. Moses, Mrs. Hapai, Miss Westervelt, Mrs. Siemsen, Miss Ewaliko, Miss Stephens, Miss Chalmers and Carl Smith.

The big British freighter Scottish Monarch, after discharging 1500 tons of coal for the Hilo Railroad, left port on Friday. She cleared for Newcastle, N. S. W.

## NOT AS BACKER BUT ATTORNEY

Chas. F. Chillingworth was met on a street car after his return with the Congressional party from the other islands and denied the report published in his absence that he was backing a scheme to ship Japanese laborers to Vancouver in the Kumeric at \$36 a head.

"All I had to do with the matter was to receive a request from certain Japanese to act for them in chartering the steamer, cabling, etc."

"I stated that I would do so for a fee of \$2500 and they said that was all right and went away. Since then I have not heard from them."

"I am going down town now to see if they mean business. If there is \$2500 in it for me I would be a fool to throw the chance away."

"When the offer was made to me I informed the Planters' Association, but they treated the matter with indifference."

#### SUGAR ON HAWAII.

Purser Beckley of the steamer Kinan reports the following sugar ready for shipment on Hawaii: Olan, 41,290 bags; Wainaku, 13,500 bags; Honoumuli, 13,500 bags; Oolaka, 7800 bags; Paauhau, 12,000 bags; Punaluu, 3556 bags; Waialeale, 15,000 bags; Onomea, 18,000 bags; Hakaluu, 33,000 bags; Kakaia, 11,000 bags; Honokaa, 7000 bags; Honouliuli, 210 bags; Hawaii Mill, 12,500 bags; Pepeekeo, 14,500 bags; Laupahoehoe, 27,300 bags; Hamakua, 35,000 bags; Kukuhihale, 7800 bags.

#### SLADE WITH LUMBER.

The American schooner R. C. Slade, 28 days from Aberdeen, Washington, with a load of lumber consigned to Lowers and Cooke, arrived about 2 p. m. yesterday and tied up in the Bishop slip. Captain Honored commands her. Her trip was uneventful in the extreme. The captain has his wife and daughter aboard.

## CAPT. CHAPMAN PASSES AWAY

Captain B. F. Chapman, a pioneer both of California and of modern trade in the Pacific, died at his home 1720 College street, at 6:10 Friday evening, after a lingering illness of several months from cancer of the stomach. His funeral will take place from the house at 3:30 o'clock this afternoon. The pallbearers will be Judge A. S. Hartwell, Godfrey Brown, R. W. Cathcart, J. L. Young, Captain A. N. Tripp and Dr. George Herbert. Services will be conducted by Rev. W. D. Westervelt. After the funeral the body will be cremated.

Benjamin Franklin Chapman was born at New London, Connecticut, in 1831 and was hence about seventy-six years of age at death. When the news of the gold discovery in California inflamed the Eastern States, as it did the rest of the world, Captain Chapman with a few comrades set sail in a little vessel and rounded the Horn. For a few months after arrival on the gold coast they ran back and forth in the Sacramento river. A severe winter set in and they set sail for the Sandwich Islands as the name went then. They touched first at Lahaina and then came to Honolulu.

"I tell you," Captain Chapman said to an Advertiser reporter who interviewed him over eight years ago, "it did my heart good as we came near these islands and saw the green, grassy slopes and the cool shade trees. It was altogether different from the climate we had just escaped."

The voyage just mentioned was in the schooner Oddfellow, which arrived here on Feb. 16, 1850. Captain Chapman took back a cargo of potatoes to San Francisco. After that he made several voyages between the two ports. While he was in this trade San Francisco depended on these islands for its vegetables and sent its boys and girls here to attend school at Punahou.

Shortly after that time Captain Chapman bought a vessel and went trading in the South Seas. He located in Tahiti, where he founded the general merchandise business of Turner & Chapman, remaining a member of this firm for twenty-six years. He continued the profession of the sea, however, until some time in the nineties, being master of different vessels of his firm. Turner & Chapman owned and operated the mail service between Tahiti and San Francisco, before the advent of the Oceanic steamer Mariposa on that route, their fleet including the brigas Tahiti, Tropic Bird, City of Paapele, Galilee and perhaps other xessels.

Captain Chapman visited Honolulu from Tahiti in 1854 and after that made periodical visits here until he retired from business six or eight years ago and made his permanent residence here.

While sojourning here for about four months in 1900 he had a house built at Punahou, and he left in August of that year with his niece for an extended trip through British Columbia and California. He left for Tahiti the following March and returned by way of San Francisco, arriving in the steamer Sierra on October 3 to settle down here. Just two years later he visited Tahiti again to attend a family reunion at which between thirty and forty of his children and grandchildren were present. Mrs. Chapman had died a few years before. Miss Ida M. Poston, his niece and housekeeper, is the only relative Captain Chapman leaves here. Three daughters and one son are married and have large families in Tahiti. Another son has been in the Imperial Chinese service at Swatow for a long time.

Captain Chapman has left a will disposing of his estate, which is believed to be worth nearly \$80,000. He was a man of sterling and upright character, holding and practicing stern ideas of what was right between man and man. Among his friends here were many of the most substantial citizens. He belonged to the masonic fraternity, retaining to the last his connection with his old home lodge in New London. Captain Chapman was a man of fine bearing and features who would attract notice in a crowd anywhere.

## So Soothing

Its Influence Has Been Felt By So Many Honolulu Readers.

The soothing influence of relief After suffering from Itching Piles, From Eczema or any itchininess of the skin.

Makes one feel grateful to the remedy.

Doan's Ointment has soothed hundreds.

Levi Johnston, shipbuilder in the employ of the Hardy Ship Building Co., place of residence Bay View Hotel, corner of 9th and C Sts., Tacoma, Wash., says: "Itching hemorrhoids were the plague of my life, for eighteen or twenty years. I think they were first caused by a strain while doing some heavy lifting. Sometimes they burned and itched so that I could hardly stand it. I used almost everything I saw recommended, but received little or no relief. I went home last winter to visit my folks, and while there learned about Doan's Ointment and got a box. To my surprise, the first application gave me so much relief that I felt as though cured. I gave my brother-in-law half a box and the remedy worked equally as well in his case. When I returned to Tacoma I felt symptoms of a recurrence and procured a box of Doan's Ointment and as on the former occasion it gave instant relief. I keep a box on hand all the time, and when there are any symptoms of a return of the annoyance I make an application or two, and up to date I have never appealed to the remedy in vain. I wouldn't be without Doan's Ointment for anything."

Doan's Ointment is splendid in all diseases of the skin, eczema, piles, hives, insect bites, sores, chilblains, etc. It is perfectly safe and very effective. Doan's Ointment is sold by all chemists and druggists at 50 cents per box (six boxes \$2.50) or will be mailed on receipt of price by the Hollister Drug Co., Agents for the Hawaiian Islands.



Mr. Fred New last seen Christmas, 1906, on west-bound passenger train at Caldwell, Idaho. Please report any knowledge of him to his father, A. L. New, Greenfield, Ind.

#### COLDS AND PNEUMONIA.

There can be no excuse for a man if he allows a cold to develop into pneumonia. Chamberlain's Cough Remedy counteracts any tendency towards this disease and many doctors' bills have been saved by its timely use. For sale by all dealers. Benson, Smith & Co., Ltd., Agents for Hawaii.

The collier Buxantaur, Jenkins, may arrive from Newcastle today.